



# **HIGH-SPEED TRAINS IN SOUTHERN CALIFORNIA**

***High-Speed Train Project-Level EIR/EIS Briefing***





# What are High-Speed Trains?

- Intercity passenger trains with maximum operating speeds in excess of 200 mph
- Tracks separated from roads and highways
- Proven technology - Safe and Reliable
  - Successfully operating throughout Europe and Asia
- Electric-powered
  - Steel-wheel-on-steel-rail





# The High-Speed Future

- State of the art
- 800-mile system
- Steel wheel-on-steel rail
- 100% clean electric power







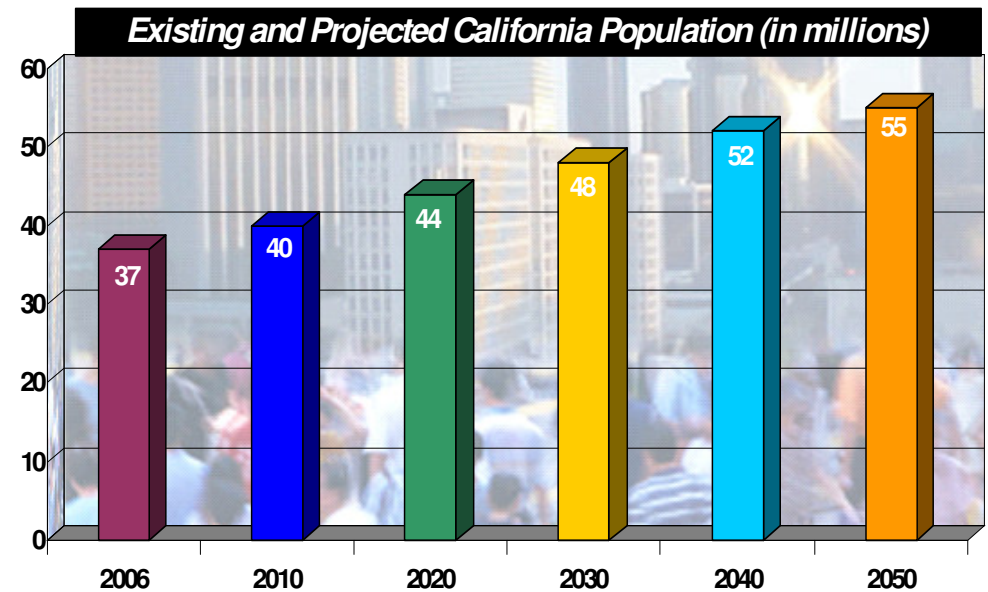
# Southern California





# Why High-Speed Trains?

- A Need to Accommodate California's Growth
- Alternative to More Roads and Larger Airports
- Improves Travel Times
- Provides Mobility Choices



Source: State of California, Department of Finance, *Population Projections by Race/Ethnicity for California and its Counties 2002-2050*, Sacramento, California, May 2004





# Projected Annual Boardings

## Annual Boardings for Selected Stations – Year 2030

<i>Los Angeles Union Station</i>	10.8 million
<i>San Francisco Transbay Terminal</i>	9.1 million
<i>San Diego</i>	6.6 million
<i>Sacramento</i>	6.5 million
<i>Riverside</i>	4.8 million
<i>Anaheim</i>	4.3 million
<i>San Jose</i>	4.1 million
<i>Fresno</i>	2.3 m





# Funding High-Speed Trains

- **Four Sources of Funding**

- State Bond - \$9.95 billion resulting in passage of Proposition 1A
- Public Private Partnerships
- Federal Funding - legislation introduced
- Local Funding at station locations





# Prop. 1A

- **California voters passed Prop. 1A in November**
- **\$9 billion down payment on statewide system**
- **\$950 million for urban, intercity and commuter rail lines that link with high-speed trains**
- **Extensive oversight and fiscal controls**
- **Supported by an uncommon bipartisan coalition of more than two-thirds of the Legislature**
- **Strong support from Gov. Schwarzenegger, House Speaker Nancy Pelosi, and U.S. Senators Dianne Feinstein and Barbara Boxer**







# Protects Our Environment

- **Decreases Fuel Use**

- Uses 1/3 the energy of air travel and 1/5 the energy of auto travel
- Reduces dependence on foreign oil by 12.7 million barrels per year



- **Improves Air Quality**

- Estimated to eliminate 12 billion pounds of greenhouse gas emissions per year by 2030





# Economic Benefits

- **Creating nearly 160,000 construction- related jobs to plan, design and build the system**
- **450,000 new permanent jobs**
- **Improving the movement of people, good and services throughout the state**
- **Generating more than \$1 billion in annual revenue surplus**





# Local Economic Benefits

- **Between \$2 billion and \$3.6 billion in local economic benefit from construction expenditures**
- **Residents and businesses will benefit from a projected \$103 million annual revenue surplus**
- **23,000 new local jobs by 2020**
- **Additional funding for the Anaheim Regional Transportation Intermodal Center – the \$250 million transportation hub**





# Local Benefits



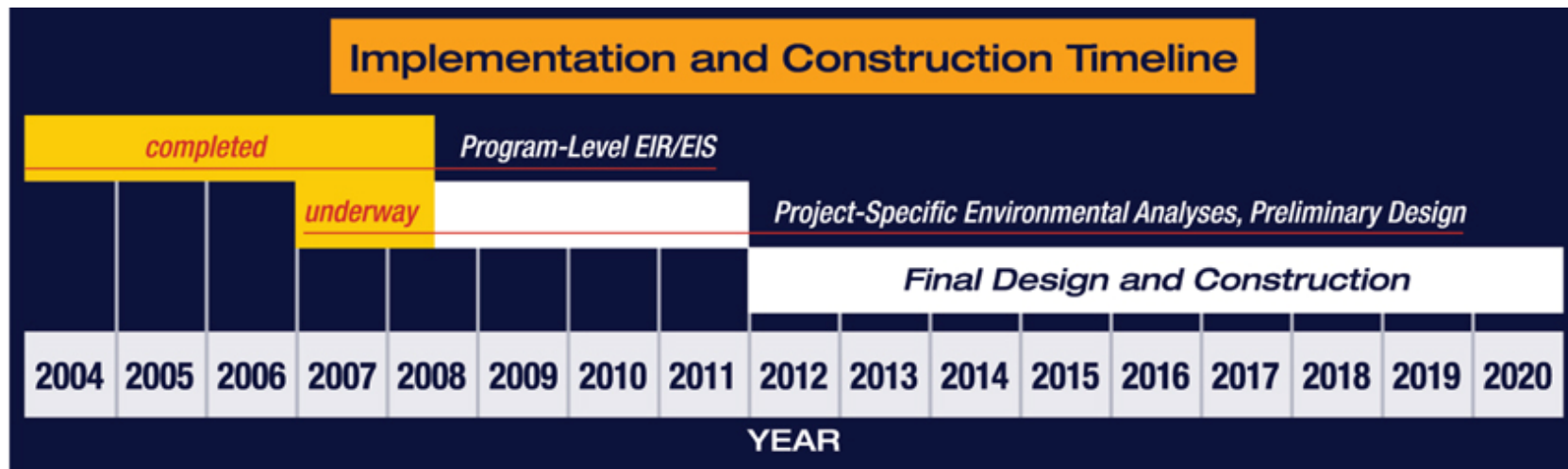
- **Grade Separated**
  - Safety
  - Reduced Traffic Delays
  - Reduced Noise and Pollution
- **Improved Metrolink and Amtrak Operations**
- **Transit-Oriented Development at Stations**
- **Connections to Local Communities**
- **Less Noise and Pollution**







# Next Steps







# Next Steps

**2011**

**Complete environmental process. Break ground on early project elements**

**2015**

**Begin testing first prototype trainsets**

**2018-2020**

**Launch operation on San Francisco to Los Angeles/Orange County system backbone**





## **More Information – Orange County to Los Angeles**

**[www.cahighspeedrail.ca.gov](http://www.cahighspeedrail.ca.gov)**

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